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GIBRALTAR—NAPLES—GENOA.

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1y1-tu.th&s 26t-14

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FOREIGN MAILS are dispatched to the ports of salling daily, and the schedule of closings is arranged on the presumption of their uninterrupted overland transit. For the week ending August 23, 1902, the last connecting closes will be made from the MAIN OFFICE as follows:

TRANSATLANTIC MAILS.

FRIDAY-(a) At 7:15 P.M. for EUROPE, per s.s. FRIDAY—(a) At 7:15 P.M. for EUROPE, per s.s. Umbría, from New York, via Queenstown. (c) At 9:15 P.M. for ITALY direct, per s.s. Lahn, from New York. Mail must be directed "Per s.s. Lahn." (c) At 11:25 P.M. for NETHERLANDS direct, per s.s. Rotterdam, from New York. Mail must be directed "Per s.s. Rotterdam." (c) At 11:25 P.M. for SCOTLAND direct, per s.s. Columbia, from New York. Mail must be directed "Per s.s. Columbia, from New York. Mail must be directed "Per s.s. Columbia, from New York. Mail must be directed "Per s.s. Kroonland, from New York. Mail must be directed "Per s.s. Kroonland."

\*PRINTED MATTER, ETC.—This steamer takes printed matter, commercial papers and samples for GERMANY only. The same class of mail matter for other parts of EUROPE will not be sent by this ship unless specially directed by her.

WEST INDIES, ETC.

THURSDAY—(d) At 12:00 M. for JAMAICA, per s.s. Admiral Schley, from Boston. (c) At 11:25 P.M. for NEWFOUNDLAND, per s.s. Livonian, from Philadelphia. (c) At 11:25 P.M. for MEXICO, per s.s. Niagara, from New York, via Tampleo, Mail must be directed "Per s.s. Niagara."

FRIDAY—(d) At 12:00 M. for BERMUDA, per steamer from Halifax, N. S. (c) At 11:25 P.M. for PORTO RICO, CURACAO and VENEZUELA, per s.s. Caracas, from New York. Mail for SAVA-NILLA and CARTAGENA must be directed "Per s.s. Caracas." (c) At 11:25 P.M. for FORTUNE ISLAND, JAMAICA, SAVANILLA and CARTAGENA, per s.s. Altai, from New York. Mail for COSTA RICA must be directed "Per s.s. Altai," (c) At 11:25 P.M. for HAITI and SANTA MARTA, per s.s. Valencia from New York. (c) At 11:25 P.M. for HAITI and SANTA MARTA, per s.s. Valencia from New York.
Mails for NEWFOUNDLAND, by rail to North Sydney and thence via steamer, close here daily, except Sundays, at 12:00 M., and on Sundays at 11:30 A.M. The connecting closes are made on Mondays, Wednesdays and Saturdays. (d) (k)
Mails for MIQUELON, by rail to Boston and thence via steamer, close here daily, except Sundays, at 12:00 M., and on Sundays at 11:30 A.M. (d) (k) lays, at 12:00 M., and on Sanata,
A.M. (d) (k)
CUBA MAILS close here via Port Tampa, Fla.,
CUBA Mails close here via Port Tampa, Fla., Mails for MEXICO overland, unless specially ad-ressed for dispatch by steamers sailing from New fork, close here daily at 10:30 A.M. and 10:00 Mails for MEXICO overland, unless specially addressed for dispatch by steamers sailing from New York, close here daily at 10:30 A.M. and 10:00 P.M. (f) (h)
Mails for BELIZE, PUERTO CORTEZ and GUATEMALA, by rail to New Orleans and thence via steamer, close here daily at 10:30 A.M. and 10:00 P.M., the connecting closes for which being on Mondays. (f) (h)
Mails for COSTA RICA, by rail to New Orleans and thence via steamer, close here daily at 10:20 and thence via steamer, close here dally at 10:30 A.M. and 10:00 P.M., the connecting closes for

which being on Tuesdays.

TRANSPACIFIC MAILS.

Mails for \*CHINA, JAPAN, HAWAII, and firstclass matter for the PHILIPPINE ISLANDS, via
San Francisco, close here daily at 6:30 P.M. up to
August 25, inclusive, for dispatch per s.s. Korea.(o)
Mails for the PHILIPPINES, via San Francisco,
close here daily at 6:30 P.M. up to August 25, inclusive, for dispatch per U. S. transport. (o)
Mails for \*CHINA, JAPAN, HAWAII, and firstclass matter for the †PHILIPPINE ISLANDS, via
San Francisco, close here daily at 6:30 P.M. up to
August 28, inclusive, for dispatch per s.s. Gaelic.(o)
Mails for AUSTRALIA (except those for West
Australia, which are dispatched via Europe), NEW
ZEALAND. FIJI, SAMOA and HAWAII, via San
Francisco, close here daily at 6:30 P.M. after August 16, and up to August 30, inclusive, for dispatch per s.s. Sonoma. (o)
Mails for \*CHINA and JAPAN, via Vancouver
and Victoria, B. C., close here daily at 6:30 P.M.
up to September 2, inclusive, for dispatch per s.s.
Empress of China. Registered mail must be speclally addressed. Merchandise for the U. S. Postal
Agency at Shaughal, China, cannot be forwarded
via Canada. (o)
Mails for AUSTRALIA (except those for West Agency at Shanghai, China, cannot be forwarded via Canada. (c)
Mails for AUSTRALIA (except those for West Australia, which go via Europe, and New Zealand, mails for which are dispatched via San Francisco) and FIJI ISLANDS, via Vancouver and Victoria, B. C., close here daily at 6:30 P.M. after August 30 and up to September 13, inclusive, for dispatch per s.s. Aorangl. (c)
Mails for TAHITI and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 P.M. up to September 20, inclusive, for dispatch per s.s. Mariposa. (c)

"Mails for COCHIN CHINA are dispatched to New York, N. Y., for connection with European steamers. steamers. It. for connection with European tPHILIPPINE ISLANDS (military mail), dispatched to San Francisco at all closes for that office, to connect with government transports, the sailings of which are irregular.

Registered mails close at the MAIN OFFICE as follows: (a) At 6:45 P.M. same day; (b) at 2:00 P.M. same day; (c) at 9:00 P.M. same day; (d) at 6:05 A.M. same day; (f) at 1:15 A.M. same day; (h) at 1:30 P.M. same day; (o) at 6:00 P.M. previous day.

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Special rates from ingust 20. Write for booklet.
ap3-tf,5 ... CHARLES R. MYERS. HOTEL SCARBOROUGH.

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TESTS OF DIAMONDS.

Simple but Scientific Ways of Judging Gems. From the London Express.

Any one can tell a genuine diamond or precious stone even from a very clever imitation. There are a few household tests which are practically infallible. The diamond expert, after long years of experience with gems, can detect an imitation, as a rule, at a glance. The layman in such matters, with a few simple tests, takes more time to solve such problems, but his judgment in the end is scarcely less accurate. An imitation diamond is never so brilliant as a genuine stone. If your eye is not experienced enough to detect the difference a very simple test is to place the stone under water. The imitation stone is practically extinguished, while a genuine diamond sparkles even under water, and is distinctly visible. When possible place a genuine stone beside the possible imitation under water and the contrast will be apparent to the least experienced eyes. .

The glass-cutting test is, of course, more or less familiar. It is probably the most common. False diamonds are usually cut more regularly than the genuine stones. In cutting a diamond the material is saved as far as possible. In any imitation the material is itself worthless, and no attention is made to suit the size or angle of the facets to the form of the stone. It can be put down as a safe rule that when a stone is cut with great evenness and regularity it is, to say the least, a very suspicious sign. picious sign. Another very simple and effective test is

to place a drop of water on the stone and carefully observe the result. The stone should first be carefully cleaned. On an imitation diamond the drop, however small, will deliquesce. The drop will, however, retain its original shape on a true stone. To make the test quite sure use a magnify-ing glass when watching the action of the Still another test of this nature is to pass the stone over a piece of aluminum. Both the metal and the stone should be abso-

a drop of fluorhydric acid to the stone under suspicion. The acid will eat into any false diamond and frost it, while the genuine stones will not be damaged in the slightest degree. Perhaps the simplest method of all, how ever, is to examine an ink spot on a sheet of white paper through a diamond, by hold-ing the upper surface against the eye. If

appear greatly multiplied, or at least doubled. The outline will, moreover, appear blurred and indistinct. By using a magni-The optical test is the best in examining rubies and emeralds. It is commonly supposed that such stones can be best by rubbing them with a file, that the gen-

uine stones resist the steel, while the imi-tations only will suffer; but the test is not them closely with a microscope of about 100 diameters. The genuine stones have a number of minute flaws, whereas the imitations are likely to be much more nearly perfect in texture.

SHOULD WOMEN RIDE ASTRIDE? Experience and Opinion of an English Traveler and Horsewoman.

I began to ride on a side-saddle at seven years of age, and astride at seventeen, and have alternated between the two modes pretty well ever since, yet the cross-saddle is the one I prefer on every count.

Personal experience must be personal at the risk of being egotistical, and, therefore, to continue practical illustrations. I may remark that a girl and I once rode 163 miles in three days and a few hours in Iceland, with tents for our night shelter and a shakedown of hay for our couch. There were no roads, and the ponies constantly forded rivers or climbed volcanic rocks. Such a journey would have been well-nigh impossible in the time on a side-saddle, but was barely fatiguing to the rider when properly balanced in a natural position.

That a man's seat is the proper one is surely manifest; otherwise, why do all the men in the world, including soldiers, mount astride? Not only is it a natural pose, but is is easy to mount or dismount. If a horse falls the male rider can extricte himself; but supposing an animal stumbles over some

mountain path, and a precipice yawns be-low on the near side, over goes the lady equestrian to sudden death, with the horse on top of her. Again, in the case of a fall in the hunting field the woman may be caught up and dragged to her death, the man almost never; he is more easily un-seated, and therein lies his safety. Good equestrians ride almost entirely by balance. They do not grip except when necessary for the security of their seat. This applies to both men and women, but in the case of women I think it necessary for their safety when on a man's saddle to have rolls on the flaps as Australian back.

have rolls on the flaps, as Australian bush-men or American cowboys invariably do. These add to the safety of the seat and are not unsightly. A woman's build demands this slight extra support, which some men

horses are all small or well-bred, with high withers and narrow chests.

Morals and Environments.

on many other topics were at least on a

same way the English colonists, who at

home would have scouted the very idea of

slavery, soon became in the southern states

plane with those of modern times. In the

Slavery was not considered wrong by the great Greek moralists, whose ethical views

advocates of the system; even the clergymen of the south honestly refused to consider slavery a sin. Had the northern and western states been subjected to the same climatic and economic conditions, there is

DECAYING MONUMENTS AT THE WRONG BOX

AFRICA CRUMBLING.

Follow the Campanile?

From the New York Mail and Express.

There seems to be an epidemic these days among ancient landmarks, monuments and public buildings of that disease which used to be called the "falling sickness." From various widely separated regions of earth comes news every now and then of some historic structure giving evidence that the burden of the centuries is weighing too heavily upon it longer to be borne. Tower and monument and cathedral's shrine which the long ages have rolled over and left still standing amid the mighty shadows of dead empires give indications that the time has come when they desire to lie down and die.

In Venice the Campanile of St. Mark's has fallen and dissolved in broken fragments, after a life of over a thousand years. The bell tower of San Stefano is threatening to fall, after having stood for more than five hundred years, and a por-tion of the front of the Church of Saints John and Paul has tumbled bodily outward, with its storied window, through which the light used to stream in softened splendor on the sculptured tombs of the long array of dead doges.

The Sphinx is Aweary. From Egypt comes the news that the

Sphinx whose sightless eyes for three thousand years have gazed from the borders of the Libyan desert is at last showing signs of old age. She is beginning to crumble and disintegrate, and to show that she is at last weary of propounding her riddle to the sands of the desert and the swarms of "trippers" who visit her daily by trolley from Cairo. The neighboring pyramids seem to be at present in fairly good health, but there is no telling how soon they will contract the "falling sick-ness." It would be too bad if the Sphinx, which has seen so many empires rise, flour-ish and decay, should now vanish away to the accompaniment of the jangling of a trolley car bell.

Church of St. John.

From Rome it is reported that the rich wooden ceiling of the Church of St. John Lateran is in danger of falling. It is cracked in several places and a commission has reported that something must be done quickly or the carved and gilded roof will tumble down upon the heads of the worshipers who frequent the church. This "mother and head of all the churches," as St. John's Lateran has been called, has had a career of many disasters, anyway, but the calamities which have befallen it before have been due to fire, earthquake and war. Now it seems simply to feel that it is get-

ting old and is ready to drop.

It is doubtful if any of the original church built by Constantine in 896 remains, with the exception of the baptistry, as the structure has thrice been rebuilt, the last time in 1360. The flat, wooden roof, which now threatens to fall, is richly ornamented now threatens to fail, is richly ornamented with ornate sunken panels in the style known as "coffered," and its fall would be a loss to the world, both on account of its antiquity and its beauty. It is estimated that it will cost \$40,000 to make the roof safe, and the pope has ordered a subscription to be started to raise the required sum. Belfry of Bruges Crumbling.

In Belgium the celebrated "Belfry of Bruges" is reported to be crumbling to de-

lutely free from any trace of grease. The metal will give off some of its color to an imitation stone, while a genuine diamond will remain perfectly clear and unaffected. cently began to get shaky. Its present and regarding Dinah's angry countenance condition is a source of anxiety to the inhabitants of Bruges, for the cathedral tower is the great show piece of the town and attracts pilgrims from all over the world. In it hangs a celebrated chime of bells, of which poets have sung for cen-turies. One of the most beautiful of the short poems of our own Longfellow tells of his standing on the tower which now threatens to fall, while below him

> and vast the landscape lay. ACROSS AFRICA.

Like a shield embossed with silver, round

Progress of Work on the Congo and Lakes Railroad.

From the London Chronicle. Every one knowe something about the projected Cape to Cairo route across Africa, but very little has been heard in England of another interesting trans-African scheme, the projectors of which hope to link together Matadi at the mouth of the Congo and Mombasa on the Indian ocean. The railway is at work at both ends of this line. From Mombasa the Uganda railway stretches out to the eastern shore

of Victoria Nyanza and from Matadi at the other end a shorter line-only about 250 miles in all-extends to Leopoldville on Stanley Pool above the rapids of the Lower Congo. But between the two railheads there is a gap of over 1,400 miles, even if we measure in a straight line. The distance by any practicable route is, of course, much longer.

Congo is open to steam navigation for a distance of about 1,000 miles. Above the falls there is again a good waterway for light-draught steamers up to and beyond Kasongo. From Stanley Falls to the point where the Nile flows out of Lake Albert Nyanza is a little over 450 miles. From Kasongo to the From Kasongo to the Free Station of Albert-ville on Lake Tanganyika is about 200. ville on Lake Tanganyika is about 200. Rallways constructed to cover these distances would connect the Congo with the great central lakes, and make the Upper Nile accessible by a combined railway and river steamer route from the Atlantic.

Last January a group of Belgian and French financiers organized at Brussels a company under the name of La Campagnie des Chemins-de-fer du Congo Superieur aux Grands Lacs Africains—"The Upper Congo and Great African Lakes Rallway Company." The king of the Belgians and the Congo State government are of course the Congo State government are of course the friends of the scheme. The capital of the company is 25,000,000 francs, or one million sterling. Of this the Belgians are finding £600,000 and the French £400,000. Further capital is to be raised later on when a part of the projected railway system has been constructed. The million sterling is only something to begin million. tem has been constructed. The million sterling is only something to begin with. The Congo Free State guarantees a divi-dend of 4 per cent, and has in return a right to half the profits after this 4 per cent has been earned. The state gives a concession for the construction and working of the main lines and various branches, and gives the company besides this a great tract of forest land in the Aruwimi river district. This ground is covered with the These add to the safety of the seat and are not unsightly. A woman's build demands this slight extra support, which some men now do without.

Of course, no woman can ride a big-barreled horse, as her legs are shorter than a man's; but, luckily, in such wild countries as Iceland, Morocco and Mexico, where 1 have put cross riding to the practical test, horses are all small or well-bred, with high

> How a Man Drowns. From the Detroit Free Press. Few popular fallacies are of such wide

extent as the belief that a person must rise to the surface three times, no more and no less, before he can possibly drown. There is little ground for this supposition, although it has been almost universally believed in for generations. The truth is that a drowning person may sink the first time never to rise again, or he may, as he indeed does in the majority of cases, rise three times before he sinks forever. It all depends upon the quantity of water that he swallows when he sinks and the size of his lungs. The human body in life naturally floats while the lungs story window on to asphalt. A personal experiment transports, the life are irregular.

Indicate a firegular in pledmont region of mails close at the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as a 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Washington east the MAIN OFFICE as at 4.55 miles from Could keep themselves shut off from condadress GEO. G. BUTLER; A.M., Principal.

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OLD STRUCTURES OF EUROPE AND AUNT DINAH, THE LETTER AND

MUCH TROUBLE. Will the Sphinx or the Parthenon She Came From Virginia and Was

Startled by What Happened One Evening.

A family living up in the northwest returned from the mountains of Virginia the other day, bringing with them a portly old colored woman who had been engaged to nurse and make herself useful about the house. It was the first time in her life that Dinah had ever been to a large city, and consequently her troubles came in groups. The most serious of these occurred the other day, and in the following manner:

The lady of the house had a letter she wanted mailed, and, calling Dinah, she said: "You take this letter down the street two blocks and you will see a little iron box on the corner. You put the letter inside this box---

"But how de letter gwine to go off, if I leaves it in de box?" inquired Dinah.
"Why, after you put it in the box," laughingly explained her mistress, "a man will come along in a wagon and take it to the post office."

"Dar now," grunted Dinah, as she took Dar now, grunted Dinan, as she took the letter, mumbling to herself about the "cur'ous doings in dis hyar Wash'ton city."

She started out to do her mistress' bidding.

When about a block and a half from her service place Dinah's wondering eyes espied a fire alarm box attached to a teleprant note, and she instantly bakied and graph pole, and she instantly halted and fixed her gaze upon the object in question, at the same time rubbing her head in great perplexity. Just at that unlucky moment a boy came riding leisurely along on a bi-cycle, and Dinah hailed him. The boy looked at Dinah, made a couple of fancy turns with his wheel and then riding up to the curb dismounted, at the same instant affecting great surprise as he exclaimed: "Well, I'll be hanged if 'tain't Gladys.
How's everything down to Spotts'vania
Co't House, old girl? An' how in the world
did you recognize me? Ain't I grown since you saw me last, Gladys?" inquired the boy, grinning broadly. "Look a hyar, white boy," said Dinah,

"don't you go peskeratin' 'bout dis chile wid yo' Spotts vania Co't Houses, an' de res' ob yo' foolish talk, case I'se a sc'f-respectin' cullud pusson, I is, an' I didn't come all de way f'um Car'line county to be 'nsulted by no white man's chile." added Aunt Dinah, as she looked savagely at the smiling youngster.
"That's so," replied the boy; "It's Car'line

county, Gladys, where you was 'raised,' ain't it? How is Abe, an' Jake, an' Ham, an' Mandy Ann, an' old Aunt Betsy? I guess I wouldn't know 'em now, would I, Gladys, old girl? But how you've grown yourself, 'Glad.' I swear I didn't know you until you called me. Gee, but won't mother be glad to see you, as she's all the time talking 'bout you," added the boy, still grinning, as he saw the look of astonishment gradually overspreading the dusky face of Aunt Dinah. Aunt Dinah in Trouble.

"Boy," said Aunt Dinah, solemnly, "ain't

yo' shamed ob yo'se'f, sah; ain't yo' jes' de'gusted wid yo' se'f at yo' scan'lous conduct, an' de way yo' been runnin' on wid yo' fool talk, an' yo' pos'sel ob mon'strus "My dear, dear old nurse," sighed the boy, "the sight of your honest face, Gladys, brings

back to my mind those dear old days you and I spent on grandpa's plantation-"In de name ob de good Lord, white boy, shet yo' lyin' mouf," almost shrieked Aunt Dinah; "to stan' dere an' tole me dat I ebber nussed sech ar brazen young debbil as yo' sho'ly am is anuff to mek de mos' 'spectable cullud lady as ebber libbed cay. This great cathedral tower has stood for nearly five hundred years without having shown signs of weakness until it rewas leaning comfortably against his wheel

> hugely.
> "Who'se the billetdoux going to, Gladys?" inquired the boy, catching sight of the letter in her hand, and now motioning to it. "Be careful, old girl," he cautioned, "for if Mose catches you writing them love let-ters to Marse Tom Monroe's, 'yaller' Jim, he'll make Jim look like a pewter penny in a July sun, he surely will," added the boy,

> "White boy," replied Aunt Dinah, in a resigned tone, "tain't no use ob me argi'fyin' wid yo', as de debbil hab sho'ly gotten yo' in his grasp, 'cose yo' pesteratin ways, an' talk done tole me so, an' all l gwine axe yo', am to tole me whar I'se to put de mistiss' letter, she say." continued Aunt Dinah "as I was to nut it in a box an' de man'ud come along in ar wagon an

his eyes dancing with mischlef, "you see that red box?" he asked, pointing to the fire-alarm box. "Well," he continued, "you

"An' will de man come right "long?" asked Aunt Dinah, growing interested.
"Sure," cried the boy. "Whenever you mail a letter at this box they send a whole and break the glass," he went on, "then pull down that little hook, and when the letter men come up and ask you where it is, you say, 'Here it is,' and then the men

will have a little conversation with you," added the boy, trying with all his might to preserve a solemn visage. Aunt Dinah took the stone, smashed the bit of glass, pulled down the lever, and then, with the letter in her hand, she calm-From Leopoldville to Stanley Falls the ly waited. In a few minutes a hose carriage, fire engine, a hook and ladder truck and the police patrol came tearing up the street, with their gongs ringing loudly.

"Here they come, Gladys," shouted the boy, gleefully, as he mounted his bleycle. "I guess I'll go meet 'em and tell 'em you're in rode away, leaving Aunt Dinah in a very and exciting manner in which they come With a slash, bang and the ringing of several gongs, the whole cavalcade of fire-

men and police came to an abrupt halt in with outstretched letter, was shouting at the topmost pitch of her voice, "Hyar it am gennlemen; hyar am de mistiss' letter.' Hundreds of people came from every direction. After many vain inquiries about the location of the fire Aunt Dinah was questioned and admitted turning in the alarm. She was placed under arrest after quite a stiff fight, and it took all the "ir. fluence" her employers could command to secure her release on personal bonds. Meantime Dinah is on the lookout for "that

Plants Which Cough. From the London Express.

Man has not a monopoly of coughing. Refore there was a vertebrate on the earth, while man was in process of evolution through the vegetable world, Etada Tussien-that is what the botanists call him, while we know him as "the coughing bean"-coughed, and blew dust out of his lungs. Recently botanists have been giving special attention to this bean, and tell interesting things about it. It is a native of warm and moist tropical countries, and objects most emphatically to dust. When dust settles on the breathing pores in the leaves of the plant and chokes them a gas accumulates inside, and when it gains suf-ficient pressure there comes an explosion with a sound exactly like coughing, and the dust is blown from its lodgment. And, more strange still, the plant gets red the face through the effort.

As the automobile is not yet very attract-

ive to the eye, it might strive to appeal to the ear. At present it has three voices. It warns with the sound which is usually spelt "pip-pip," and is thus very offensive. In Shaftesbury avenue last evening was a motor car which cleared the way with a warning sound resembling the clatter of half a dozen zinc palls dropped from a thirdstory window on to asphalt. A personal ex-

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